The Atchison, Topeka & Santa Fe Railway Co.

COAST LINES

VALLEY DIVISION.

EMPLOYES' TIME TABLE No. 41

IN EFFECT

SUNDAY, NOVEMBER 4, 1917,

AT 12:01 O'CLOCK A. M.

PACIFIC STANDARD TIME

Superseding Time Table No. 40, Dated June 3, 1917, and any Supplements thereto.

This Time Table is for the Government and Information of Employes of this Company only.

A. G. WELLS, GENERAL MANAGER, Los Angeles, Cal.	J. W. WALKER, SUPERINTENDENT, Fresno, Cal.	C. G. FLUHR, TRAINMASTER, Fresno, Cal.	G. W. SIMPSON, TRAINMASTER, Fresno, Cal.	I. L. HIBBARD, ASSISTANT GENERAL MANAGER, Los Angeles, Cal.

ALL DISTRICTS.

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

3. The number of tons shown by rate sheet as ordinary trains for engines is based on the maximum grade; but between points where the grade and other conditions are favorable more cars can frequently be hauled, and conductors and enginemen are required to fill out trains to car limit or to full capacity of their engines.

4. Cars must not be cut off trains upon grades depending upon air or hand brakes to hold them, but must be placed with the engine.

5. No freight train will run more than forty miles without stop being made for inspection of train.

On freight trains of twenty cars or more on level track or descending grade, and of thirty cars or more on ascending grade the engine must be detached before spotting to take water or fuel.

6. Rule 91: In addition to instructions contained therein, the following must be observed: A passenger train must not follow a freight train or light engine within less than ten minutes; a light engine must not follow a freight train within less than ten minutes, and light engines moving in the same direction must keep five minutes apart, except in closing up at stations, or where some form of block signal is used.

7. Rule 567 is abrogated, and the following will govern: When telegraph station is closed for the night, train order signal will be placed at "Proceed," and the lamp left burning. When the light is not displayed, trains will reduce speed, and if necessary to ascertain position of signal must be stopped. If no operator on duty, position of signal will govern.

8. Rule 93: Yard limit boards are located at Kern Junction, Bakersfield, Corcoran, Hanford, Visalia, Cutler—Wyeth, Lindsay, Reedley, Wahtoke, Piedra, Calwa—Fresno, Merced, Riverbank, Stockton—Mormon, Antioch, Bay Point, Oakland and Richmond—Ferry Point.

First-class trains when ten minutes or more late are required to move within yard limits at each Kern Junction, Bakersfield, Corcoran, Reedley, Calwa—Fresno, Riverbank, Stockton—Mormon, Richmond—Ferry Point, and Oakland, under control, and responsibility for accident will rest with the first class train.

In case of fog or its equivalent, such first-class trains and all other trains and engines will use the bell and whistle freely, and if necessary send a flagman ahead to insure full protection.

The following yard limits are applicable to second class and extra trains only: Hanford, Cutler—Wyeth, Visalia, Wahtoke, Piedra, Lindsay, Merced, Antioch and Bay Point.

9. The third and fourth paragraphs of Rule 85 are amended to include second-class trains, and now read, "Extras may pass and run ahead of second and third-class trains without special instructions."

Unless otherwise directed extra trains between Calwa and Corcoran will run via first district.

10. The following addition is made to Rule 86-A and applies to both double and single track: An inferior train must clear the schedule arriving time of a first-class train in the same direction not less than ten minutes.

Extra trains created by example 3 of form "G" train order must not arrive at any station where leaving time only is shown more than five minutes in advance of time shown in order. Trains in the same direction over which such extra is given right must clear its time at any station not less than ten minutes.

Trains holding any of the orders described under examples 1, 2 and 4 of Form "E" in the Book of Rules and Regulations must be governed by the requirements of Rule 92-A excepting as to the first station named in such order.

11. In the delivery of a 31 order, as prescribed by Rule 217, the signature only of the conductor of the train to which the order is delivered will suffice, and he will take thereon the signature of his engineman, the same as required to do upon orders delivered at telegraph and telephone stations.

12. Look out at all sidings for derailing switches, the normal position of which would cause derailment.

13. Rule 5 (B) and last paragraph of Rule D-5: All trains will register at Register Stations.

At Kern Junction, westward trains may register by Form 903 and when operated by staff will not check register.

At Calwa, trains 3, 9, 15, 16 and 22 will register by Form 903, and will not check register.

At Fresno extra trains need not register, (excepting those originating at Fresno), nor check register, except against such trains as were not indicated on the register at Calwa.

At Richmond Nos. 15 and 16 will register by Form 903 and not check register.

14. Whenever for any cause a freight train is stopped, enginemen in starting the train must move at a speed that will permit trainmen to observe every wheel, and know that brakes are not sticking.

15. The requirements of the second paragraph of Rule 390 will not be applicable to cars containing California crude oil.

16. Audible signal "C" Rule 14, is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or oil tanks, railroad crossings, etc., but only as a means of communicating to train crews an unusual situation which might not be obvious to the train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

17. Rule 1 (B): Standard clocks are located at Bakersfield, Corcoran, Reedley, Calwa, Lindsay, Riverbank, Stockton, Richmond and Ferry Point.

18. Conductors and enginemen on trains starting from points where there is no standard clock must ascertain correct time from Dispatcher before leaving, except in case of wire trouble. This will not relieve them from comparing time and registering their watches when arriving at station where standard clock is located, as required by Rule 3.

19. The speed of passenger trains will ordinarily be that prescribed in the schedule; but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Trains moving against the current of traffic on double track will reduce speed to twenty (20) miles per hour around sharp curves and where view is obscure, and use whistle freely as warning signal.

Trains in which are being towed dead engines the side rods of which are down or disconnected must consume at least four minutes for each mile run and where a dead engine has rods connected in place the speed may be increased but not in excess of two and one-half minutes for each mile run.

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec	Min.	Sec.
649–728	1	43	2	00	2	00
769–788	1	43	2	00	2	00
789–824	1	43	2	00	2	00
825–864	2	30	2	30	2	30
900–989	2	30	2	30	2	30
900–989 (Recounterbalanced)	2	00	2	00	2	00
990-999	2	00	2	00	2	00
1600–1673	2	30	2	30	2	30
1600–1673 (Recounterbalanced)	2	00	2	00	2	00
1674–1693	2	00	2	00	2	00
1798–1799	2	30	2	30	2	30
1950–1989	1	43	2	00	2	00
3000–3009	2	30	2	30	2	30
3200–3203	2	30	2	30	2	30
All Other Classes	......		1	43	1	30

20. Employes traveling on business of the Company and surgeons of the Hospital Association traveling on business of the Company or the Association may be carried on all freight trains to and from any station where these trains are required to stop.

21. Trainmen, enginemen or other employes having occasion to place fusees on double track should place them on the outside, or field side, of the track to be protected; and trains running on the opposite track will disregard fusees so placed.

22. No train will leave its initial station on any district without receiving clearance card (Form 902) except as provided for in next paragraph, and at points where telegraph or telephone offices are not maintained or where operator not on duty; or at Kern Junction and Bakersfield when trains are operated under staff system.

No train will leave Corcoran, Calwa, Stockton, or Richmond (except Nos. 3, 9, 15, 16 and 22 at Calwa and Nos. 15 and 16 at Richmond) without receiving clearance card.

At Fresno, first-class trains must get clearance (Form 902); other than first-class trains will not be required to get clearance.

23. Rules 83 and 83-A: In addition to showing on Form 1514, all trains which are superior, and opposing trains of the same class, conductors will indicate thereon the departure of trains of the same class in the same direction which have left one hour or less in advance.

24. Rule 876: In making this test one of the trainmen will watch last car in train and if brakes apply and release properly, proceed signal may be given.

Rule 882: In making this service test speed of train must not be less than fifteen miles per hour and engine brakes must be released so that it will be known that speed of train is reduced by application of brakes upon the train. On passenger trains when test is made leaving terminal or after train has been cut or changed, the flagman must take position on retainer end of rear car and when he hears the exhaust caused by release of air give the engineman "proceed" signal. If brakes fail to release properly train must be stopped.

25. Rule 311: All employes are hereby warned that it is dangerous to stand erect on cars, particularly cars of extraordinary height, while passing through tunnels or at places where there is insufficient clearance and necessary

precaution must be used to protect themselves against injury.

26. ....

27. Where upper quadrant three-position signals are installed the following indications will be provided:

STOP—Arm horizontal, or red light.
PROCEED UNDER CONTROL—Arm 45 degrees upward, or yellow light.
PROCEED—Arm vertical, or green light.

Signals operated under automatic signal rules will be designated by a number plate. If light is not displayed in automatic signal at night and the arm can be plainly seen trains will be governed by position of arm.

28. Rule 221 is modified as follows: Operators having orders for any train must not give "proceed" signal to other trains moving in the same direction for which there are no orders, but must instead issue clearance card (Form 902) in regular manner.

Rule 221-A. applies only to trains taking siding at stations where train order signal is located between siding switches. The exception noted under this rule is abrogated.

29. Trains are required to approach all stations and sidings as required by the rules. Crews of trains which are clear of main track must not give proceed signals to approaching trains.

Trains must not accept signals from operators to come down main track at points where they should head in for some superior train. If operator holds orders advancing trains beyond the point where they expect to take siding, he should deliver such orders at the heading-in switch.

30. Enginemen finding a yellow flag or light at a point not covered by train order or bulletin will bring their train under control and proceed as required by Rule 10 (C) of the Book of Rules and Regulations. Should a green signal not be found after proceeding under control for a distance of one mile, usual speed may be resumed.

31. Rule 418 is superseded by the following: Freight brakemen must be on top of their trains when descending steep grades and under other conditions when the safety of trains so requires.

32. Rule 469: Engine flues must not be sanded while passing dry grain fields, tule lands or other places where damage from fire might result.

33. No. 2 will stop at any station on Visalia District to discharge passengers from Fresno or stations west thereof. No. 4 will stop at any station between Corcoran and Bakersfield to discharge passengers who have boarded train between Calwa and Corcoran and will stop at Angiola to discharge passengers from San Francisco or Oakland and will stop on flag at Shafter to pick up passengers. Nos. 9, 3 and 21 will stop at any station to discharge passengers from stations east of Bakersfield. No. 9 will stop at any station between Corcoran and Calwa to discharge passengers from Visalia District.

Nos. 2, 4 and 22 can be stopped at any station to pick up passengers for points east of Albuquerque or Belen.

No. 22 will stop at any station between Corcoran and Bakersfield to discharge passengers from Visalia District.

No. 15 will stop at any station to discharge passengers from San Bernardino or west thereof.

34. Rule 5: At following stations, certain switches (other than extreme) are designated as "heading in" points for trains required to take siding; at these stations trains holding main track will keep clear of such switches until opposing trains shall have cleared them.

Stoil, westward trains use Crossover switch.
Corcoran, First District (Eastward first-class trains only), Crossover switch west of water tank.
Hanford, trains taking siding use siding west of S. P. crossing.
Merced (Westward first-class trains only), Cut-off switch East of depot.
Riverbank (Westward first-class trains only), Lead or passing track switch opposite car repair shed.
Stockton (Westward first-class trains only), Cut-off switch West of depot.

At Glen Frazer, Westward trains taking siding will use South passing track and Eastward trains the North passing track.

At Christie and Gateley, Westward trains taking siding will use the North passing track and Eastward trains the South passing track, except that at Glen Frazer and Christie trains advanced by staff will be governed by Special Rule No. 36-j.

35. In automatic signal territory, both switches of a cross-over between two main tracks, or between a main track and a side track, must not be closed while a train, an engine or a car occupies the connection between the switches of such cross-over. One of the switches must be kept open until the movement through a cross-over is completed.

INSTRUCTIONS GOVERNING OPERATION OF THE TRAIN STAFF SYSTEM BETWEEN KERN JUNCTION AND BAKERSFIELD AND BETWEEN GLEN FRAZER AND CHRISTIE.

36. a. A train staff instrument is located in the telegraph office at each Kern Junction and Bakersfield and at each Glen Frazer and Christie, in charge of the operators, governing train movements between those stations respectively. The possession of the staff is authority for train to proceed. The two instruments being electrically connected it is impossible to operate one without the knowledge and co-operation of the operator in charge of the other. When a staff has been withdrawn from one instrument, another cannot be withdrawn from either until the staff previously removed has been replaced, either in the instrument from which it was withdrawn or in the one at the other end of the block.

b. Trains before entering the block, which extends from clearance of the Sunset Ry. switch at Kern Junction to the east yard limit post at Bakersfield, and from clearance of west switch at Glen Frazer to clearance of east switch at Christie, respectively, must have staff in possession of the engineman (the leading engineman when more than one engine handling train); he must carry the staff and manifest his possession of it by signal (g) Rule 14, of the Rules and Regulations.

c. Staff crane is located at Kern Junction tower from which engineman may take staff when passing. Where staff crane not located, staff will be personally delivered by operator, and if to conductor or engine foreman the latter will deliver it personally to engineman. When the movement for which staff is given is completed the engineman must immediately deliver staff at end of block by dropping it at designated place or handing to the operator on duty.

d. Operator must not deliver a train staff which he has received from another train until it has passed through the instrument.

e. Staff will be enclosed in rubber pouch which is provided with an opening so that staff may be seen. Engineman must know that the pouch contains staff before proceeding.

f. Operators must keep advised of the movement of trains and have staff ready. They must also ascertain when trains are to meet at either end of block so that proper trains will be given staff, thus avoiding delays or misunderstandings.

g. In the event of staff instruments failing to work trains will be notified by "31" order; regular trains will assume time table schedule; extra trains and yard engines will be operated by train orders, in accordance with the Rules and Regulations.

h. Station signals at Glen Frazer and Christie will be operated in accordance with the Rules and Regulations.

i. Nothing in the foregoing shall be interpreted as nullifying instructions contained in the Rules and Regulations and Special Time Table Rules.

At Kern Junction and Bakersfield staff simply takes the place of time table superiority and train orders regulating the movement of trains.

j. At Glen Frazer-Christie the issuance of staff with clearance card (Form 902) indorsed "proceed with staff" (which indorsement will be made on the authority of dispatcher only) will be regarded as superceding train orders which may prescribe time or meeting points at either Glen Frazer or Christie or advancing inferior trains where the latter can clear block without delay to superior trains, the inferior trains will not be required under this rule to clear the schedule of superior trains. Where meeting point is changed or train advanced in this manner, the train advanced will approach the end of staff block under control and take siding at first switch, expecting to find opposing train holding main track. Responsibility for accident will rest with train thus advanced.

First District

SPEED LIMITATIONS.

37. 8 miles per hour through city limits of Hanford.

Second and Oakdale Districts

SPEED LIMITATIONS.

38. 6 miles per hour through city limits of Fresno.
8 miles per hour through city limits of Merced.

(Special Rules continued on Page 13)

WESTWARD						Capacity of Sidings	Distance from Albuquerque	Fuel, Water Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 41 November 4, 1917
First Class										
21	3	9	35	5	15					
The Missionary	California Limited	The Navajo	PASSENGER	PASSENGER	The Saint					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars	Miles			STATIONS
PM 7.33	PM 1.20	AM 8.52			AM 1.25	59	885.2			**KERN JUNCTION**
									0	2.5
¶ 7.40 8.20	s 1.25 1.35	¶ 9.00 9.25		AM 6.50	s 1.32 1.40	YARD	887.7	FW T		**BAKERSFIELD**
									5.3	4.2
f 8.27	1.41	9.31		f 6.56	1.47	74	891.9			JASTRO
									0	3.8
f 8.32	1.46	**9.38**[4]		f 7.01	1.51	52	895.7			ROSEDALE
									9.2	4.9
8.40	1.51	9.45		7.08	1.57	35	900.6			UNA
									9.2	4.9
f 8.49	1.57	9.53		f **7.16**[2]	2.02	46	905.5			SHAFTER
									10.6	7.5
s 9.02	s 2.06	10.04		s 7.27	2.11	70	913.0	W		WASCO
									5.3	5.8
f 9.14	2.14	10.11		f 7.36	2.18	50	918.8			ELMO
									0	2.5
f 9.18				f 7.39		4	921.3			POND
									0	3.1
f 9.23	2.21	10.18		f 7.43	2.25	50	924.4			KERNELL
									0	7.5
f 9.35	2.30	10.27		s 7.53	2.33	50	931.9	W		ALLENSWORTH
									1.1	4.6
f 9.43	2.35	10.33		f 7.59	2.38	56	936.5			STOIL
									2.6	2.0
f 9.45	2.37	10.35		f 8.01		14	938.5			SPA
									2.6	3.6
f 9.54	2.41	10.40		s 8.11	2.44	51	942.1			ANGIOLA
									5.3	3.9
10.00	2.46	10.45		f 8.20	2.48	83	946.0			BLANCO
									5.3	0.8
				f 8.21		15	946.8			TURNBULL
									0	4.1
s10.12	s 2.56	s10.55	AM 9.00	**8.30**[4] AM	s 2.55	YARD	950.9	FWY		**CORCORAN**
									3.2	3.0
f**10.20**[16]	3.02	11.00	f 9.05		2.59	85	953.9			BEAN
									4.2	6.2
f10.30	f 3.09	11.09	s 9.16		3.07	60	960.1			GUERNSEY
									5.8	4.0
f10.36	**3.15**[12]	11.14	f 9.22		3.12	25	964.1			ODESSA
									10.6	3.8
s10.46	s 3.22	s11.22	s 9.30		s 3.20	61	967.9	W		S. P. Co. Goshen Branch Crossing HANFORD
									9.0	3.2
f10.52	3.26	11.27	f 9.34		3.24	24	971.1			BANNER
									10.6	0.6
10.53						5	971.7			LUCERNE
									0	1.5
f10.55	3.29	11.30	f 9.37		3.26	46	973.2			SHIRLEY
									10.6	2.8
f11.01	s 3.33	11.34	s 9.43		3.30	83	976.0	Y		LATON
									0	5.8
f11.09	f **3 42**[22]	11.43	s 9.52		3.37	61	981.8	W		CONEJO
									10.6	3.7
f11.14	3.49	11.49	f 9.58		3.41	16	985.5			MONMOUTH
									10.6	2.7
f11.18	f 3.53	11.54	s10.03		3.44	31	988.2			BOWLES
									10.6	2.8
f11.22	3.58	11.59	f10.08		3.48	61	991.0			OLEANDER
									0	3.4
							994.4			S. P. Co. Main Line Crossing
									0	0.8
11.30 PM	4.07 PM	PM 12.08 PM	10.17 AM		3.55 AM	YARD	995.2	FW TY		**CALWA**
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(110.0)
(33.5)	(42.0)	(41.0)	(34.5)	(37.9)	(46.5)					Average speed per hour

VALLEY DIVISION—FIRST DISTRICT

TIME TABLE NO. 41 November 4, 1917 STATIONS	Ruling Grade Ascending.	Telegraph and Telephone Offices and Booth Phones	EASTWARD First Class 2 The Navajo Arrive Daily	4 California Limited Arrive Daily	12 PASSENGER Arrive Daily	22 The Missionary Arrive Daily	16 The Angel Arrive Daily
KERN JUNCTION		P	AM 8.30	AM 10.09		P M 6.33	AM 12.10
2.5	5.3						
BAKERSFIELD		P	8.20 ¶ 7.45	10.00 s 9.50	PM ¶ 5.35	6.25 ¶ 6.00	12.01 AM s11.48
4.2	9.5						
JASTRO		B	f 7.36	9.43	f 5.24	5.50	11.40
3.8	13.7						
ROSEDALE		B	f 7.30	9.38^{9}	f 5.18	5.45	11.35
4.9	13.7						
UNA		B	7.23	9.31	5.10	5.39	11.29
4.9	14.0						
SHAFTER		DP	f 7.16^{5}	9.25	f 5.02	5.33	11.23
7.5	10.6						
WASCO		P	s 7.03	s 9.16	s 4.50	5.24	11.14
5.8	13.2						
ELMO		B	f 6.52	9.09	f 4.37	5.16	11.06
2.5	7.5						
POND			f 6.46		f 4.33		
3.1	15.8						
KERNELL		B	f 6.40	9.03	f 4.28	5.09	10.59
7.5	8.4						
ALLENSWORTH		DP	f 6.28	8.54	s 4.18	5.00	10.50
4.6	1.6						
STOIL		B	f 6.19	8.48	f 4.10	4.54	10.44
2.0	9.0						
SPA			f 6.15		f 4.05		
3.6	9.0						
ANGIOLA		DP	f 6.10	8.41	s 4.00	4.46	10.36
3.9	0						
BLANCO			f 6.03	8.36	f 3.53	4.41	10.31
0.8	2.6						
TURNBULL					f 3.51		
4.1	2.6						
CORCORAN		P	5.55 AM	s 8.30^{5}	s 3.45	s 4.35	s10.25
3.0	0						
BEAN				8.20	f 3.35	4.26	10.20^{21}
6.2	1.2						
GUERNSEY		DP		f 8.09	f 3.22	4.18	10.14
4.0	0						
ODESSA				f 8.01	f 3.15^{3}	4.12	10.09
3.8	7.9						
S. P. Co. Goshen Branch Crossing HANFORD		P		s 7.50	s 3.07	s 4.07	s10.05
3.2	0						
BANNER				f 7.41	f 2.56	3.57	9.56
0.6	8.4						
LUCERNE				7.40	2.55	3.56	
1.5	0						
SHIRLEY				f 7.37	f 2.52	3.54	9.54
2.8	15.8						
LATON		DP		s 7.30	s 2.47	s 3.50	9.51
5.8	5.3						
CONEJO		DP		f 7.20	f 2.36	3.42^{3}	9.44
3.7	0						
MONMOUTH				f 7.12	f 2.29	3.34	9.39
2.7	0						
BOWLES		DP		f 7.06	f 2.24	3.28	9.35
2.8	0						
OLEANDER		B		f 7.00	f 2.19	3.23	9.31
3.4	0						
S. P. Co. Main Line Crossing							
0.8	10.6						
CALWA		P		6.53 AM	2.12 PM	3.17 PM	9.26 PM
(110.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour			(34.3)	(35.5)	(31.7)	(39.2)	(43.7)

VALLEY DIVISION—SECOND DISTRICT

WESTWARD

First Class

21	25	3	23	29	9	5	35	31	17	15	Capacity of Sidings	Distance from Albuquerque	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 41 November 4, 1917
The Missionary	PASSENGER	California Limited	PASSENGER	PASSENGER	The Navajo	PASSENGER	PASSENGER	PASSENGER	PASSENGER	The Saint					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars	Miles			STATIONS
PM 11.31	PM 7.08	PM 4.07	PM 3.38	PM 1.35	PM 12.08	AM 11.03	AM 10.18	AM 7.54	AM 7.00	AM 3.55	Yard	995.2	FW TY		**CALWA**
														0	1.5
												996.7			S.P.Co. Porterville Branch Crossing
														6.6	1.4
															S. P. Co. Pollasky Branch Crossing
s11.40 AM 12.05	7.15 PM	s 4.14 4.25	3.45 PM	1.45 PM	s12.15 12.20	s11.10 11.20	10.25 AM	s 8.01 8.05	7.10 AM	s 4.02 4.10	Yard	998.1			**FRESNO**
														13.2	3.3
											13	1001.4			ANDREWS
														10.6	4.3
12.15		4.35			12.33	f11.30		f 8.17		4.19	70	1005.7			BULLARD
														0	5.9
12.23		4.42			12.42	f11.39		f 8.25		4.26	26	1011.6			GREGG
														0	2.4
12.27		4.45			12.46	f11.42		f 8.28		4.29	47	1014.0			TRIGO
														5.3	5.6
f12.35		4.51			12.56	s11.50		s 8.37		4.36	55	1019.6	W		STOREY
														15.8	6.5
12.43		4.59			1.06	f11.59		f 8.47		4.44	51	1026.1			KISMET
														10.6	0.3
												1026.4			S. P. Co. Berenda Branch Crossing
														7.4	3.8
f12.48		5.04			**1.11**[12]	PM s12.06		f 8.53		4.49	49	1030.2			SHARON
														5.3	2.3
12.51		5.07			1.14	f12.10		f 8.56		4.52	14	1032.5			MEDANO
														15.8	3.2
12.55		5.11			1.19	f12.15		f 9.02		4.56	62	1035.7			MARGUERITE
														0	2.6
12.58		5.14			1.22	f12.19		f 9.06		4.59	18	1038.3			DICKINSON
														0	3.1
f 1.03		5.17			1.27	s12.24		s 9.11		5.03	54	1041.4	W		LEGRAND
														0	3.0
1.08		5.20			1.32	f12.29		f 9.14		5.06	20	1044.4			BURCHELL
														5.3	2.8
f 1.12		5.23			1.36	f12.34		s 9.19		5.09	53	1047.2			PLANADA
														0	3.3
1.17		5.27			1.40	f**12.40**[12]		f 9.24		5.13	51	1050.5			TUTTLE
														0	5.5
s **1.26**[2]		s 5.38			¶ **1.47**[22] **2.12**	¶12.48 1.08		s 9.34		s **5.20**[4]	Yard	1056.0	W		MERCED Yosemite Valley R. R. Crossing
														0	1.7
												1057.7			S. P. Co. Oakdale Branch Crossing
														0	2.4
1.33		5.43			2.19	1.13		f 9.40		5.27	10	1060.1			HOFF
														0	2.1
1.37		5.45			2.22	f 1.17		f 9.43		5.30	48	1062.2			CUBA
														15.8	1.8
1.40		5.47			2.25	f 1.21		f 9.45		5.32	18	1064.0			YAM
														10.6	1.3
1.43		5.49			2.28	s **1.27**[22]		s 9.47		5.34	20	1065.3			WINTON
														10.6	3.7
1.49		**5.53**[32]			2.33	f 1.34		f 9.53		5.38	28	1069.0			CRESSY
														15.8	2.9
1.54		5.56			2.37	f 1.39		f 9.58		5.41	48	1071.9			BALLICO
														15.8	7.6
s 2.06		6.05			2.46	s 1.51		s10.11		5.50	48	1079.5	W		DENAIR
														0	6.3
f 2.18		6.12			2.53	s 2.03		s10.22		5.58	46	1085.8			HUGHSON
														17.4	3.4
f 2.24		6.16			2.57	s 2.09		s10.27		6.03	90	1089.2			EMPIRE
														0	3.5
2.30		6.20			3.01	f 2.14		f10.32		6.07	52	1092.7			CLAUS
														12.7	3.5
2.36 AM		6.25 PM			3.06 PM	2.20 PM		10.38 AM		6.13 AM	Yard	1096.2	FW TY		**RIVERBANK**
														0	(101.0)
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
(37.4)	(24.8)	(47.3)	(24.8)	(17.4)	(42.0)	(37.4)	(24.8)	(37.9)	(17.4)	(46.6)					Average speed per hour

VALLEY DIVISION—SECOND DISTRICT

TIME TABLE
NO. 41
November 4, 1917

STATIONS	Telegraph and Telephone Offices and Booth Phones	Ruling Grade Ascending	EASTWARD First Class 2 The Navajo Arrive Daily	4 California Limited Arrive Daily	20 PASSENGER Arrive Daily	36 PASSENGER Arrive Daily	24 PASSENGER Arrive Daily	12 PASSENGER Arrive Daily	22 The Missionary Arrive Daily	26 PASSENGER Arrive Daily	28 PASSENGER Arrive Daily	32 PASSENGER Arrive Daily	16 The Angel Arrive Daily
CALWA	P		AM 3.07	AM 6.52	AM 7.27	AM 10.45	PM 2.07	PM 2.12	PM 3.17	PM 4.00	PM 7.30	PM 7.57	PM 9.26
1.5		0											
S. P. Co. Porterville Branch Crossing													
1.4		15.8											
S. P. Co. Pollasky Branch Crossing													
FRESNO	P		3.00 s 2.50	6.45 s 6.35	7 20 AM	10.35 AM	2.00 PM	2.05 s 1.55	3.10 s 3.05	3.50 PM	7.20 PM	7.50 s 7.45	9.20 s 9.15
3.3		10.6											
ANDREWS													
4.3		5.3											
BULLARD	B		2.34	6.24				f 1.44	2.55			f 7.35	9.04
5.9		15.8											
GREGG			2.25	6.18				f 1.36	2.48			f 7.28	8.57
2.4		15.8											
TRIGO	B		2.22	6.15				f 1.32	2.45			f 7.24	8.54
5.6		12.7											
STOREY	DP		2.15	f 6.09				s 1.25	2.38			f 7.17	8.48
6.5		15.8											
KISMET	NP		2.07	6.01				f 1.16	2.29			f 7.08	8.41
0.3		0											
S. P. Co. Berenda Branch Crossing													
3.8		0											
SHARON	DP		2.01	f 5.55				s 1.11[9]	2.23			f 7.02	8.36
2.3		5.3											
MEDANO			1.58	5.52				f 1.08	2.20			f 6.57	8.33
3.2		15.8											
MARGUERITE	B		1.55	5.48				f 1.04	2.16			f 6.52	8.30
2.6		15.8											
DICKINSON			1.52	5.45				f 1.00	2.13			f 6.48	8.27
3.1		15.8											
LEGRAND	DP		f 1.48	f 5.41				s 12.56	s 2.09			s 6.44	8.23
3.0		15.8											
BURCHELL			1.43	5.37				f 12.51	2.04			f 6.38	8.20
2.8		10.6											
PLANADA	DP		f 1.39	f 5.33				s 12.46	2.00			f 6.35	8.17
3.3		12.7											
TUTTLE	B		1.34	5.28				f 12.40[5]	1.55			f 6.31	8.12
5.5		7.9											
MERCED Yosemite Valley R. R. Crossing	P		s 1.26[21]	5.20[15] s 5.14				12.30 ¶12.10	s 1.47[9]			s 6.21	s 8.05
1.7		17.4											
S. P. Co. Oakdale Branch Crossing													
2.4		0											
HOFF			1.15	5.06				12.03 PM	1.35			f 6.10	7.58
2.1		10.6											
CUBA	B		1.13	5.03				f 11.59	1.32			f 6.06	7.56
1.8		15.8											
YAM			1.10	5.00				f 11.57	1.29			f 6.02	7.54
1.3		12.1											
WINTON	DP		1.08	f 4.57				s 11.55	1.27[5]			f 6.00	7.53
3.7		12.1											
CRESSY			1.03	4.50				f 11.49	1.22			f 5.53[3]	7.49
2.9		15.8											
BALLICO	NP		12.58	4.45				f 11.44	1.18			f 5.44	7.46
7.6		15.8											
DENAIR	DP		12.48	f 4.33				s 11.33	1.07			s 5.33	7.38
6.3		0											
HUGHSON	DP		12.40	f 4.23				s 11.23	12.58			s 5.23	7.31
3.4		15.8											
EMPIRE	DP		12.35	f 4.17				s 11.17	s 12.53			s 5.17	7.27
3.5		0											
CLAUS			12.30	4.11				f 11.12	12.48			f 5.11	7.23
3.5		15.8											
RIVERBANK	P		12.25 AM	4.05 AM				11.07 AM	12.43 PM			5.05 PM	7.19 PM
(101.0)		15.8	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour			(39.9)	(40.1)	(24.8)	(17.4)	(24.8)	(39.1)	(40.7)	(17.4)	(17.4)	(35.2)	(48.9)

VALLEY DIVISION—THIRD DISTRICT

TIME TABLE
NO. 41
November 4, 1917

WESTWARD
First Class

3	45	9	5	43	31	41	15	21	47	Capacity of Sidings	Distance from Albuquerque	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending.	
California Limited	PASSENGER	The Navajo	PASSENGER	The Angel	PASSENGER	PASSENGER	The Saint	The Missionary	PASSENGER					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars	Miles			STATIONS
PM 6.30		PM 3.11	PM 2.25		AM 10.43		AM 6.18	AM 2.43		YARD	1096.2	FW TY		**RIVERBANK**
													15.8	5.2
f 6.38		3.20	s 2.34		s10.53^{12}		6.25	f 2.53		47	1101.4	W		ESCALON
													0	5.4
6.46		3.28	s 2.42		s11.05		6.32	s 3.02		47	1106.8			AVENA
													0	5.5
6.54^{16}		3.35	f 2.51		f11.15		6.38	3.12		60	1112.3			BURNHAM
													0	4.4
7.00		3.40	f 2.57		11.22		6.43	3.20^{4}		83	1116.7			LARSON
													0	2.9
7.04		3.44	3.01		11.26		6.47	3.26		140	1119.6			MORMON
													0	1.6
s 7.08 7.13		s 3.52	s 3.08		s11.37	AM 8.00	s 6.55	s 3.30 3.40		Yard	1121.2	FW TY		S.P. and W.P. Main Line Crossings **STOCKTON** Western Pacific Ry. Crossing.
													15.8	4.5
7.20		4.00	f 3.22		f11.45	f 8.08	7.02	s 3.53		60	1125.7			WOODSBRO
													0	1.2
7.22		4.04^{32}	3.24		11.50^{22}	8.10	7.04	3.56		49	1126.9			GILLIS
													0	2.0
7.25		4.08	s 3.33		s11.55	s 8.14	7.07	s 4.05		75	1128.9			HOLT
													10.6	4.5
7.33		4.16	3.40		PM 12.02	8.21	7.15	4.13		74	1133.4			TRULL
													0	1.4
7.36		4.19	s 3.42		s12.06	s 8.24	7.18	4.16		12	1134.8			MIDDLE RIVER
													10.6	1.4
7.39		4.23	s 3.47^{32}		s12.11	s 8.27	7.21	4.21		83	1136.2	W		ORWOOD
													10.6	3.5
7.44		4.28	f 3.53		f12.17	f 8.32	7.26	f 4.27		72	1139.7			BIXLER
													10.6	3.1
7.48		4.32	s 4.01		s12.23	s 8.38	7.30	s 4.37		57	1142.8			KNIGHTSEN
													3.5	3.1
7.52		4.37	s 4.08		s12.29	s 8.45	7.34	f 4.45		61	1145.9			OAKLEY
													13.2	4.7
7.58		4.44	4.15		12.35	8.51	7.39	4.52		83	1150.6			SANDO
													13.2	1.3
s 8.05		s 4.52	s 4.24		s12.40	s 8.56	s 7.45	s 5.00		Yard	1151.9	W		ANTIOCH
													5.6	3.9
8.10		5.00^{42}	s 4.34		s12.48	s 9.06^{12}	7.51	s 5.10		73	1155.8			PITTSBURG
													5.3	3.5
8.15		5.05	f 4.40		f12.54	f 9.11	7.55	5.15		55	1159.3			BROSE
													15.8	4.4
8.21		5.11	s 4.47^{42}		s 1.03	s 9.17	8.00	s 5.23		YARD	1163.7			BAY POINT
													0	1.9
8.24		5.14	4.51		f 1.05	f 9.20	8.03	5.27		20	1165.6	Y		BLUME
													0	1.5
8.26		5.16	f 4.54		f 1.08	f 9.23	8.06	5.30		83	1167.1			MALTBY
													52.8	1.6
8.29		5.23^{16}	f 4.59		f 1.11	f 9.26	8.09	5.34		83	1168.7			VINE HILL
													52.8	1.9
8.32		5.29	f 5.04		f 1.16	f 9.30	8.13	5.40		12	1170.6			MUIR
													52.8	2.7
8.37		5.37	f 5.15^{16}		f 1.23	s 9.40	8.17	5.48		100	1173.3	W		GLEN FRAZER
													52.8	1.8
8.41		5.43	s 5.20		f 1.28	f 9.48	8.21	s 5.56		125	1175.1	W		CHRISTIE
													0	4.3
8.47		5.49	5.28		f 1.36	f 9.56	8.27^{12}	6.04		76	1179.4			LUZON
													0	1.6
8.49		5.51	5.30		f 1.39	f10.00	8.29	6.07		39	1181.0			HERCULES
													0	0.4
8.50		5.52	s 5.31		s 1.40	s10.01	8.30	s 6.09		15	1181.4			PINOLE
													42.2	1.6
8.53		5.54	f 5.35		f 1.43	f10.06^{22}	8.33	6.13		150	1183.0			GATELEY
													52.8	3.3
8.58		5.59	5.41		1.47	10.11	8.38	6.19		71	1186.3			RHEEM
													52.8	1.5
9.01		6.01	s 5.44		f 1.50	f10.13	8.40	s 6.23		38	1187.8			SAN PABLO
													52.8	1.8
s 9.10^{2}	PM 8.23	s 6.07	s 5.50 6.00	PM 4.22	s 1.58^{32}	s10.18	s 8.47	s 6.28 6.40	AM 12.20	YARD	1189.6	FW TY		**RICHMOND**
													0	0.6
s 9.12		s 6.11	s 6.03		s 2.03	s10.20		s 6.45			1190.2			RICHMOND AVENUE
													10.6	1.5
9.16 PM	8.31 PM	6.15 PM	6.07 PM	4.32 PM	2.08 PM	10.25 AM	8.55 AM	6.50 AM	12.28 AM	YARD	1191.7			**FERRY POINT**
														7.7
10.00 PM		7.00 PM	7.00 PM		3.00 PM	11.10 AM	9.40 AM	8.00 AM			1199.4			SAN FRANCISCO
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(95.5)
(35.6)	(15.7)	(31.1)	(27.0)	(12.6)	(27.9)	(29.1)	(36.9)	(26.0)	(15.7)	Average speed per hour				

VALLEY DIVISION—THIRD DISTRICT

TIME TABLE NO. 41 November 4, 1917	Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD First Class							
			12	44	22	32	42	16	2	4
			PASSENGER	The Saint	The Missionary	PASSENGER	PASSENGER	The Angel	The Navajo	California Limited
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
RIVERBANK		P	AM 11.02		PM 12.38	PM 5.00		PM 7.14	AM 12.20	AM 3.55
5.2	15.8									
ESCALON		DP	s**10.53**^{31}		f12.31	s 4.51		7.06	f12.10	3.46
5.4	10.6									
AVENA		B	f10.44		12.24	f 4.43		7.00	f12.01 AM	3.38
5.5	7.9									
BURNHAM		NP	f10.35		12.16	f 4.35		**6.54**^{3}	f11.52	3.30
4.4	5.3									
LARSON			10.28		12.09	4.28		6.47	11.45	**3.20**^{21}
2.9	7.9									
MORMON		B	10.24		12.05	4.24		6.42	11.41	3.15
1.6	10.6									
S.P. and W.P. Main Line Crossings **STOCKTON** Western Pacific Ry. Crossing		P	s10.20		s12.01 PM	s 4.20	PM 6.25	s 6.36	11.38 s11.33	s 3.12
4.5	15.8									
WOODSBRO		DP	f10.07		11.51	f 4.06	f 6.12	6.27	11.24	2.58
1.2	0									
GILLIS		B	10.05		**11.50**^{31}	**4.04**^{9}	6.06	6.25	11.23	2.57
2.0	0									
HOLT		DP	s10.02		11.45	s 4.00	f 6.02	6.22	f11.19	2.53
4.5	0									
TRULL		B	9.52		11.36	3.53	5.50	6.14	11.10	2.45
1.4	0									
MIDDLE RIVER		DP	s 9.49		11.33	s 3.51	s 5.46	6.10	f11.07	2.42
1.4	10.6									
ORWOOD		DP	s 9.45		11.30	s **3.47**^{5}	s 5.41	6.07	f11.02	2.38
3.5	10.6									
BIXLER		B	f 9.38		11.23	f 3.40	f 5.33	6.02	f10.53	2.32
3.1	0									
KNIGHTSEN		DP	s 9.32		11.18	s 3.34	s 5.27	5.59	f10.48	2.26
3.1	5.7									
OAKLEY		DP	s 9.25		11.13	s 3.27	s 5.21	5.55	f10.42	2.20
4.7	15.8									
SANDO		B	9.16		11.05	3.19	5.13	5.49	10.33	2.14
1.3	15.8									
ANTIOCH		P	s 9.13		s11.03	s 3.17	s 5.10	s 5.46	s10.30	s 2.12
3.9	7.9									
PITTSBURG		DP	s **9.06**^{41}		10.55	s 3.07	s **5.00**^{9}	5.38	s10.19	2.03
3.5	11.5									
BROSE			f 9.00		10.49	f 3.00	f 4.54	5.34	10.13	1.57
4.4	0									
BAY POINT		P	s 8.54		s10.42	s 2.54	s **4.47**^{5}	5.29	s10.05	f 1.51
1.9	0									
BLUME			8.50		10.38	f 2.49	4.42	5.27	10.00	1.47
1.5	0									
MALTBY			8.48		10.36	f 2.46	f 4.40	5.25	9.58	1.44
1.6	0									
VINE HILL		B	f 8.45		10.34	f 2.42	f 4.37	**5.23**^{9}	f 9.54	1.42
1.9	0									
MUIR		DP	f 8.42		10.31	s 2.38	f 4.34	5.20	f 9.50	1.38
2.7	0									
GLEN FRAZER		P	s 8.38		10.26	s 2.33	s 4.30	**5.15**^{5}	f 9.45	1.33
1.8	52.8									
CHRISTIE		P	f 8.33		10.21	f 2.26	f 4.25	5.11	9.39	1.27
4.3	52.8									
LUZON		B	f **8.27**^{15}		10.14	f 2.17	f 4.16	5.04	9.30	1.18
1.6	52.8									
HERCULES		B	f 8.20		10.11	f 2.13	4.13	5.02	9.27	1.15
0.4	2.2									
PINOLE		DP	s 8.19		10.10	s 2.12	s 4.12	5.01	s 9.26	1.14
1.6	52.8									
GATELEY		B	f 8.13		**10.06**^{41}	f 2.10	f 4.09	4.58	9.22	1.11
3.3	52.8									
RHEEM		B	8.06		10.01	2.04	4.03	4.53	9.16	1.05
1.5	52.8									
SAN PABLO		DP	f 8.03		9.59	f 2.02	f 4.00	4.51	f 9.13	1.00
1.8	52.8									
RICHMOND		P	s 8.00	AM 9.08	s 9.55	s **1.58**^{31}	s 3.55	4.49	s **9.10**^{3}	s12.55
0.6	0									
RICHMOND AVENUE			s 7.54	9.05	s 9.48	s 1.50	s 3.48	4.48	s 9.03	s12.48
1.5	0									
FERRY POINT		P	7.50 AM	9.00 AM	9.45 AM	1.45 PM	3.45 PM	4.45 PM	9.00 PM	12.45 AM
7.7										
SAN FRANCISCO			7.00 AM		9.00 AM	1.00 PM	3.00 PM	4.00 PM	8.00 PM	11.55 PM
(95.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour			(29.0)	(15.7)	(33.1)	(29.4)	(26.4)	(38.4)	(29.3)	(30.1)

WESTWARD					Capacity of Sidings	Fuel, Water, Turn Tables, and Wyes	Distance from Corcoran	Ruling Grade Ascending	TIME TABLE NO. 41 November 4, 1917	Ruling Grade Ascending.	Telegraph and Telephone Offices and Booth Phones	EASTWARD			
First Class												First Class			
27	25	23	5	31								2	20	24	32
PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER								The Navajo	PASSENGER	PASSENGER	PASSENGER
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No Cars		Miles		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 10.30	PM 4.50	AM 11.00	AM 8.40		YARD	FWY			CORCORAN		P	AM 5.47	AM 10.00	PM 4.30	PM 10.10
								5.3	4.1	0					
f10.38	f 4.58	f11.10	f 8.48		22		4.1		WAUKENA		DP	f 5.38	f 9.50	f 4.20	f 9.58
								13.2	5.6	0					
f10.47	f 5.09	f11.22	f 9.00		42		9.7		PAIGE			5.23	f 9.40	f 4.09	f 9.50
								12.1	1.9	0					
f10.51	f 5.13	f11.26	f 9.06		17		11.6		ROBLA			5.18	f 9.36	f 4.05	f 9.46
								10.6	3.1	0					
s10.59	s 5.20	s11.34	s 9.13		27		14.7		S. P. Co. Main Line Crossing TULARE		DP	s 5.10	s 9.30	s 4.00	s 9.40
								15.8	4.1	0					
f11.10	f 5.28	f11.43	f 9.20^{20}		21		18.8		SWALL			5.00	f 9.20^{5}	f 3.49	f 9.32
								8.4	6.1	0					
11.20 PM	s 5.40	11.53 PM 2.05	s 9.32	AM 6.30	54	W	24.9		VISALIA S. P. Co. Visalia Branch Crossing		P	s 4.50	s 9.10	s 3.40	s 9.23
								6.3	6.6	5.3					
	f 5.49	f 2.15	f 9.45	f 6.39	36		31.5		PERAL			4.34	f 8.55	f 3.25	f 9.09
								5.3	1.9	5.3					
							33.4		S.P.Co.Porterville Branch Crossing						
								11.6	2.5	0					
	s 5.57	s 2.25	s 9.54	s 6.47	36		35.9		YETTEM		DP	f 4.25	s 8.47	s 3.17	f 9.01
								10.6	2.4	7.9					
	s 6.03	s 2.31	s10.00	s 6.52	39	W	38.8		CUTLER		DP	f 4.18	s 8.42	s 3.11	s 8.55
								0	3.1	0					
	s 6.09	s 2.37	s10.06	s 6.58	32		41.4		SULTANA		DP	f 4.10	s 8.35	s 3.06	f 8.49
								6.6	1.0	10.6					
	f 6.11	f 2.39	f10.08	f 6.59	27		42.4		TOKAY			4.08	f 8.33	f 3.04	8.47
								0	2.5	13.2					
	s 6.17	s 2.46	s10.13	s 7.05	36		44.9		NORTH DINUBA		DP	f 4.02	s 8.28	s 3.00	s 8.42
								5.3	3.6	0					
	s 6.24	s 2.54^{24}	s10.21	s 7.12	122	WY	48.5		REEDLEY		P	s 3.55	s 8.20	s 2.54^{23}	s 8.36
								10.6	2.1	0					
							50.6		S.P.Co.Porterville Branch Crossing						
								10.6	0.1	0					
	f 6.30	f 3.00	f10.27	f 7.17	20		50.7		LACJAC			3.47	f 8.13	f 2.45	f 8.30
								0	2.2	5.3					
	s 6.36	s 3.05	s10.32	s 7.21	74		52.9		PARLIER		DP	f 3.43	s 8.08	s 2.40	s 8.26
								5.3	1.6	10.6					
	f 6.39	f 3.08	f10.35	f 7.25	29		54.5		MILEY			3.39	f 8.03	f 2.36	f 8.22
								0	3.7	8.4					
	s 6.46	s 3.16	s10.42	s 7.32	66		58.2		DEL REY		DP	f 3.33	s 7.56	s 2.29	s 8.16
								0	3.4	7.9					
	f 6.52	f 3.22	f10.48	f 7.39	33		61.6		WOLF			3.25	f 7.49	f 2.20	f 8.10
								0	2.6	8.4					
	s 6.57	s 3.27	s10.53	s 7.44^{20}	36		64.2		LONE STAR		DP	3.19	s 7.44^{31}	s 2.16	s 8.06
								0	1.9	10.6					
	f 7.01	f 3.31	f10.57	f 7.48	25		66.1		CECILE			3.15	f 7.36	f 2.12	f 8.02
								0	2.5	10.6					
	7.06 PM	3.37 PM	11.02 AM	7.53 AM	Yard	FW TY	68.6		CALWA		P	3.09 AM	7.30 AM	2.08 PM	7.57 PM
									(68.6)						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily	Leave Daily	Leave Daily
(29.8)	(30.2)	(28.4)	(29.0)	(31.6)					---------- Average speed per hour----------			(26.1)	(27.4)	(28.8)	(30.9)

WESTWARD First Class			Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Distance from Cutler	Ruling Grade Ascending	TIME TABLE NO. 41 November 4, 1917	Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD First Class	
83	87	81								84	88
MIXED	MIXED	MIXED								MIXED	MIXED
Leave Daily	Leave Daily	Leave Daily	No. Cars		Miles		STATIONS			Arrive Daily	Arrive Daily
	PM 1.00	AM 8.00	135	FW	27.5		**LINDSAY**		DP	AM 11.20	PM 4.30
						30.8	3.1	28.4			
		8.07	23		24.4		ROBYN			11.08	
						30.8	0.6	0			
		8.09	18		23.8		SIDES			11.05	
						30.8	3.6	0			
	s 1.15	s 8.20	99		20.2		EXETER		DP	s10.58	s 4.12
						15.8	0.3	0			
					19.9		Visalia Electric Railway Crossing				
						9.4	0.6	0			
	f 1.19	f 8.24	10		19.3		ANTES			f10.53	f 4.08
						3.6	2.2	5.2			
	f 1.23	f 8.30	13		17.1		VENIDA			f10.48	f 4.03
						15.8	2.1	15.8			
	f 1.28	f 8.35	22		15.0		FANE			f10.43	f 3.58
						21.1	2.9	7.9			
	f 1.33	s 8.43	30	W	12.1		REDBANKS			s10.37	f 3.52
						10.5	0.1	0			
					12.0		Visalia Electric Railway Crossing				
						10.5	1.0	21.1			
	f 1.38	f 8.50	19		11.0		BAIER			f10.32	f 3.47
						0	1.7	21.1			
	f 1.41	f 8.55	11		9.3		CAIRNS			f10.27	f 3.42
						0	1.4	17.4			
	f 1.44	f 9.00	14		7.9		RAYO			f10.22	f 3.37
						0	3.1	17.4			
	s 1.52	s 9.10	55		4.8		SEVILLE		DP	s10.13	s 3.28
						15.3	3.2	10.5			
PM 4.34	s 2.03	s 9.20		Y	1.6		**WYETH**			s10.05	s 3.20
						0	1.6	15.8			
4.40 PM	2.10 PM	9.25 AM	39	W			**CUTLER**		DP	10.00 AM	3.15 PM
Arrive Daily	Arrive Daily	Arrive Daily					27.5			Leave Daily	Leave Daily
(16.0)	(23.5)	(19.4)					Average speed per hour			(20.6)	(22.0)

WAHTOKE DISTRICT

WESTWARD First Class		Capacity of Sidings	Fuel, Water, Turn Tables, and Wyes	Distance from Reedley	Ruling Grade Ascending	TIME TABLE NO. 41 November 4, 1917	Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD First Class
91	93								94
MIXED	MIXED								MIXED
Leave Daily	Leave Daily Ex. Sunday	No. Cars		Miles		STATIONS			Arrive Daily Ex. Sunday
PM 3.00	AM 9.30	122	F WY			**REEDLEY**		P	PM 12.25
					26.4	4.4	0		
f 3.10	f 9.40	39		4.4		RADWIN			f12.07
					21.1	0.4	0		
3.11	f 9.41	6		4.8		VINO			f12.06
					0	1.1	21.1		
f 3.17	f 9.45	32		5.9		WAHTOKE			f12.01 PM
					21.1	3.4	0		
3.25 PM	f10.00	18	WY	9.3		**MINKLER**		DP	f11.51
					21.1	1.9	0		
	f10.05	39		11.2		OAKHURST			f11.41
					23.8	2.9	18.5		
	f10.15	4		14.1		AVOCADO			f11.30
					21.1	2.8	0		
	10.35 AM	Yard		16.9		**PIEDRA**		DP	11.20 AM
Arrive Daily	Arrive Daily Ex. Sunday					16.9			Leave Daily Ex. Sunday
(22.3)	(15.6)					Average speed per hour			(15.6)

OROSI DISTRICT

Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Minkler	Ruling Grade Ascending	TIME TABLE NO. 41 November 4, 1917	Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD First Class
							86
							MIXED
				STATIONS			Arrive Daily
	Y	20.5		**WYETH**			PM 4.34
			14.4	2.0	0		
30		18.5		OROSI		DP	f 4.22
			30.3	4.2	0		
12		14.3		PRIMERO			f 4.10
			13.0	2.1	15.1		
58		12.2		ORANGE COVE		DP	s 4.00
			16.2	5.8	10.5		
31		6.4		NAVALENCIA			f 3.44
			19.3	6.4	31.6		
18	WY			**MINKLER**		DP	3.30 PM
				20.5			Leave Daily
				Average speed per hour			(19.2)

VALLEY DIVISION—OAKLAND DISTRICT

WESTWARD First Class															EASTWARD First Class							
303	309	317	331	341	315	319	321	Capacity of Sidings	Distance from Richmond	Fuel, Water Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 41 November 4, 1917	Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	312	322	308	332	342	316	302	304
PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	THE SAINT	PASSENGER	PASSENGER								PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	THE ANGEL	PASSENGER	PASSENGER
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 9.15	PM 6.10	PM 3.15	PM 2.00	AM 10.20^{308}	AM 9.10	AM 8.15	AM 6.35	Yard		FW, TY		**RICHMOND**		P	AM 7.55	AM 9.48	AM 10.20^{341}	PM 1.45	PM 3.50	PM 4.20	PM 8.22	AM 12.13
											14.1	1.0	0									
f 9.18	6.13	f 3.18	f 2.02	f10.23	9.13	f 8.18	f 6.38		1.0			SIXTH STREET			f 7.52	f 9.44	f10.10	f 1.34	f 3.47	4.17	f 8.18	12.09
											64.4	2.9	40.9									
f 9.23	f 6.19	f 3.24	f 2.08	f10.29	9.20	f 8.23	f 6.43	10	3.9			MALOTT			f 7.46	f 9.38	f10.05	f 1.28	f 3.41	4.12	8.13	12.04
											23.2	0.9	39.6									
9.24	6.21	3.25	2.09	10.30	9.21	8.24	6.44	45	4.8			DWIGHT			7.45	9.36	10.03	1.27	3.40	4.11	8.12	12.03
											23.2	0.9	39.6									
f 9.27	f 6.24	f 3.27	f 2.11	f10.32	9.24	f 8.27	f 6.46	11	5.7			SCHINDLER			f 7.44	f 9.34	f10.01	f 1.25	f 3.38	4.09	8.10	12.01 AM
											31.7	0.8	13.9									
									6.5			S. P. Co. Electric Crossing										
											31.7	1.5	13.9									
s 9.33	s 6.31	s 3.33^{342}	s 2.17	s10.38	s 9.29^{322}	s 8.33	s 6.53	30	8.0			BERKELEY		DP	s 7.40	s 9.29^{315}	s 9.56	s 1.20	s 3.33^{317}	s 4.05	s 8.06	s11.56
											38.6	1.9	38.6									
									9.9			S. P. Co. Berkeley Branch Crossing										
											0	1.0	79.2									
9.40 PM	6.38 PM	3.40 PM	2.25 PM	10.45 AM	9.35 AM	8.40 AM	7.00 AM	Yard	10.9	WY		**OAKLAND**		DP	7.30 AM	9.20 AM	9.50 AM	1.15 PM	3.25 PM	4.00 PM	8.00 PM	11.50 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(10.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(26.1)	(26.1)	(26.1)	(26.1)	(26.1)	(26.1)	(26.1)	(26.1)					Average speed per hour			(28.4)	(30.4)	(21.8)	(21.8)	(26.1)	(32.7)	(29.7)	(28.4)

OAKDALE DISTRICT

WESTWARD First Class												EASTWARD First Class				
203	235	205	209	231	Capacity of Sidings	Ruling Grade Ascending	Fuel, Water Turn Tables and Wyes	Distance from Riverbank	TIME TABLE NO. 41 November 4, 1917	Ruling Grade Ascending	Telegraph and Telephone Offices	236	212	222	214	232
MOTOR	MOTOR	MOTOR	MOTOR	MOTOR								MOTOR	MOTOR	MOTOR	MOTOR	MOTOR
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 6.05	PM 4.45	PM 2.00	PM 12.20	AM 10.20	40		Y	6.5	**OAKDALE**		DP	AM 9.20	AM 11.25	PM 1.00	PM 3.25	PM 5.20
									S. P. Co. Oakdale Branch Crossing							
						16.2			6.5	21.1						
6.18 PM	4.58 PM	2.13 PM	12.33 PM	10.33 AM	YARD		Y FW T		**RIVERBANK**		P	9.05 AM	11.10 AM	12.45 PM	3.10 PM	5.05 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(6.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(30.0)	(30.0)	(30.0)	(30.0)	(30.0)					Average speed per hour			(26.0)	(26.0)	(26.0)	(26.0)	(26.0)

LATON DISTRICT

WESTWARD First Class								EASTWARD First Class
99	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Laton	Ruling Grade Ascending	TIME TABLE NO. 41 November 4, 1917	Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	96
MIXED								MIXED
Leave Daily Ex. Sunday	No. Cars		Miles		STATIONS			Arrive Daily Ex. Sunday
PM 3.38	83	Y	0		**LATON**		DP	AM 9.35
				0	1.9	15.1		
			1.9		S. P. Goshen Branch Crossing			
				15.8	3.6	29.4		
f 3.50	11		5.5		CLINT			f 9.18
				15.8	2.2	0		
f 3.55	19		7.7		H. & S. L. R. R. Crossing CORNWELL			f 9.13
				26.4	1.9	0		
f 4.00	11		9.6		GEPFORD			f 9.08
				0	2.1	8.6		
f 4.05	4		11.7		ROY			f 9.03
				0	3.5	8.6		
f 4.13	20		15.2		SHILLING			f 8.55
				0	2.2	8.6		
4.25 PM	26	Y FW	17.4		**LANARE**		DP	8.50 AM
Arrive Daily Ex. Sunday					(17.4)			Leave Daily Ex. Sunday
(23.2)					Average speed per hour			(23.2)

Special Rules—Continued from Page 3.

39. Movements of trains, light engines and switch cuts over double track between Fresno and Calwa will be made in accordance with rules D-151 and D-152.

The normal position of switch at west end of double track, Tulare street, will give unbroken rail for eastward trains. Normal position of switch at east end of double track at Calwa, will give an unbroken rail for westward trains. Unless thrown by switch tenders, trains leaving double track, will stop to throw switch, which must be lined up after using same.

Third District

40. In addition to regular train signals, all trains, both day and night, will display each a lighted red and white hand lantern on rear of train between Maltby and Ferry Point and will also carry a lighted red and white lantern in cab of engine for convenient use in case of trouble.

All trains will use headlight through Franklin tunnel.

Helper engines must not be detached from trains in tunnels.

Passenger trains backing between Richmond and Ferry Point, will have a brakeman stationed on the forward platform, provided with brake valve, air whistle and a white light.

41. Drawbridges B-1124, over San Joaquin River, A-1135 over Middle River and A-1137 over Old River, are protected by interlocking with home and distant signals, the derailers being located approximately 350 feet from each end of the drawbridge.

42. In switching at Hercules powder plant cars must not be "dropped" into any of the spurs but must be carefully shoved to spot or coupling.

43. Movements of trains, light engines and switch cuts, over double track between Richmond and Ferry Point, will be made in accordance with Rules D-151 and D-152. (See Special Rule 51, Oakland District.)

44. Automatic signals, upper quadrant type, extend from the West switch Larson to San Joaquin Street, Stockton. Trains finding signals 11202 and 11192 eastward and signals 11191, 11201 and 11203 westward in stop position will stop and if signal does not clear, may proceed under control through block. This modifies Rule 854.

45. Tunnels 1 and 2 and Alhambra Viaduct between Vine Hill and Glen Frazer are protected by automatic signals of lower quadrant type.

Pinole Tunnel, No. 4, and Richmond Tunnel, No. 5—are protected by automatic signals of the upper quadrant type.

Indicators are attached to all switches within the limits of these signals and give same indications as the high signals.

SPEED LIMITATIONS.

46. 8 miles per hour, through city limits of Stockton, and Antioch.

15 miles per hour, all westward trains heading in at double track junction, east end Richmond Yard, while any portion of the train is on the turnout.

20 miles per hour, all trains crossing Alhambra viaduct.
All trains over San Joaquin drawbridge B-1124.
All trains over Middle River and Orwood draw bridges Nos. A-1135 and A-1137.

25 miles per hour, all trains through city limits of Pittsburg.

30 miles per hour, all freight trains in either direction between Maltby and Pinole.

45 miles per hour, all passenger trains between Maltby and Pinole.

Visalia District

SPEED LIMITATIONS.

47. 8 miles per hour through city limits of Tulare.
15 miles per hour through city limits of Visalia.

48. Nos. 20, 24 and 32 arriving at Corcoran will turn on wye and back to station.

Oakland District

49. Number 321 is superior to number 312.
Number 319 is superior to number 322.
Number 315 is superior to number 308.
Number 341 is superior to number 332.
Number 331 is superior to number 342.
Number 317 is superior to number 316.
Number 309 is superior to number 302.
Number 303 is superior to number 304.

50. No train will exceed a speed of 22 miles per hour between the railroad crossing sign east of the interlocking plant and San Pablo Avenue, Oakland, and unnecessary use of the whistle must be avoided. Engine bell must ring continuously within these limits; the use of the whistle for grade crossing signals may be omitted except in case of fog or other unusual conditions, when the whistle may be moderately and reasonably used.

51. Nos. 308 and 332 arriving at Richmond will head through the west leg of wye onto eastward main track and will back to station. All trains, switch and light engines, using the eastward main track between Richmond Avenue and Richmond must move under control, and responsibility for accident will rest with them.

Lindsay District

52. No. 81 is superior to No. 84.
No. 87 is superior to No. 88.

Wahtoke District

53. No. 93 is superior to No. 94.

JUNCTION SWITCHES

Normal position of junction switches will leave unbroken rail as follows:

Corcoran for First District
Laton for First District
Cutler for Visalia District
Reedley for Visalia District
Wyeth for Lindsay District
Minkler for Wahtoke District
Calwa for Westward trains from First District
Fresno for Eastward trains
Riverbank for Second and Third District trains
Richmond for Westward Third District trains

Railroad Crossings at Grade and Interlockers.

FIRST DISTRICT

Location		Tracks Governed	Rules	Whistle Signals Additional to Rule 820
Hanford		S. P. Goshen branch. East end West siding and West end East siding. Ice house track. Stock yard track.	Interlocker. Lower quadrant signals.	
Calwa		S. P. main track and entrance to yard.	Interlocker, Lower quadrant signals.	For Round house lead —— O Storehouse —— —— O

VISALIA DISTRICT

Tulare		S. P. main line.	Interlocker, Lower quadrant. No distant signals.	
Visalia		S. P. Visalia branch.	Stop. Send flagman ahead.	
Peral	1.9 West	S. P. Porterville branch	Stop. Rules 98, A, B, and C.	
Lac Jac		S. P. Porterville branch	Stop. Rules 98, A, B and C.	

LINDSAY DISTRICT

Redbanks		Visalia Elec. Crossing.	Stop. Send flagman ahead.	
Exeter	.03 West	Visalia Elec. Crossing.	Stop. Send flagman ahead.	

LATON DISTRICT

Laton	1.09 West	S. P. Goshen branch.	Stop. Rules 98, A, B and C.	
Cornwell		H. S. L. R. R.	Stop. Rules 98, A, B and C.	

SECOND DISTRICT

Fresno, Tower No. 2	1.05 East	S. P. Porterville branch. Double track Crossover.	Interlocker, Upper quadrant signals, semi-automatic.	For Crossover —— O ——
Fresno, Tower No. 1		S. P. Pollasky branch. Double track Crossovers, yard lead and Industry tracks.	Interlocker, Upper quadrant signals, semi-automatic.	For Crossovers —— O—— Pike lead —— O Guggenhime No. 1 and Corral track OO — OO Guggenhime No. 2 OO ——O Mill tracks OOO ——
Kismet		S. P. Berendo branch.	Interlocker, Lower quadrant signals.	
Merced, Tower No. 2		Y. V. R. R.	Interlocker, Lower quadrant signals.	
Merced, Tower No. 1	1.07 West	S. P. Oakdale branch.	Interlocker, Lower quadrant signals.	

OAKDALE DISTRICT

Oakdale		S. P. Oakdale branch.	Stop. Rules 98, A, B and C.	

THIRD DISTRICT

Mormon	.03 West	T. S. R. R.	Ten miles per hour.	
Stockton	.04 East	W.P. and S. P. main tracks and transfer tracks.	Interlocker, Upper quadrant signals, semi-automatic. No distant signals.	S. P. transfer OOO —— W. P. transfer —— O W. P. main track connection O ——
Stockton, Hunter St.		W. P. branch and T. S. R. R.	Manual operated signals, no derails.	
Stockton	.05 West	Wye Crossing.	Manual operated signals. no derails.	
Woodsbro	1.0 East	San Joaquin River Drawbridge	Interlocker, Lower quadrant signals.	
Middle River		Drawbridge	Interlocker, Lower quadrant signals.	
Orwood	.03 East	Drawbridge	Interlocker, Lower quadrant signals.	

OAKLAND DISTRICT

Berkeley, Golden Gate Tower	1.09 West	S. P. R. R. Berkeley branch.	Interlocker, No distant signals, Upper quadrant home signals.	
Schindler, Masonic Ave. Tower		S. P. Electric Crossing	Interlocker, Upper quadrant signals.	

Sidings, Spurs and Flag Stops not shown on face of Time Table.

LOCATION	Miles from Albuquerque	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Palmo	910.4	4	East	Freight
Petro	920.0	8	West	Freight
Alpaugh	941.8	Branch	East	Freight
Clinker	966.1	2	West	Freight
SECOND DISTRICT	Miles from Albuquerque			
Knoblock	1008.9	11	East	31 & freight
Solo	1017.0	6	East	Freight
VISALIA DISTRICT	Miles from Corcoran			
Siete	6.7	4	West	Carload freight only
Imhoff	16.0	10	West	Freight
Loma	20.3	50	West	Freight
Higby	22.0	10	East	Carload freight only
Pasuco	23.6	83	East	Freight
Giffen	43.9	3	East	Freight
Mattei	65.1	166	West	Freight
LINDSAY DISTRICT	Miles from Cutler			
Woodlake	14.3	4	Branch from Redbank	Freight
Cleary	25.4	16	West	Freight, carload only
THIRD DISTRICT	Miles from Albuquerque			
Huntley	1098.0	0	None	12, 32, 31, 5
Harrold	1099.5	5	West	12, 32, 31, 5 & freights
Permelia	1114.8	5	West	Freight
Quito	1132.2	19	East & West	12, 32, 41 & Freight
Werner	1139.0	20	Siding	41, 31, 5, 12, 32, 42
Hooper	1153.6	0	None	12, 32, 41, 5
Nichols	1161.2	18	East	12,32,42,41,31,5,21
Pacheco	1167.3	6	West	Freight
OAKLAND DISTRICT	Miles from Richmond			
Peoco	7.7	5	East	Freight
Bruce	7.8	6	West	Freight
Alcatraz	9.4	12	East & West	Freight
Opaco	10.0	8	West	Freight
Redo	10.1	12	West	Freight

LENGTH OF WYE STEMS.

Blume	292 feet	Oakland		350 feet
Laton	260 feet	Lanare		505 feet
Burr	675	Oakdale		300 feet

SURGEONS OF THE ATCHISON, TOPEKA & SANTA FE RY. CO., COAST LINES
AND
SANTA FE COAST LINES HOSPITAL ASSOCIATION

VALLEY DIVISION

DR. N. H. MORRISON, Chief Surgeon, Kerckhoff Building, Los Angeles.

DR. A. W. MORTON, Butler Bldg	San Francisco
DR. A. SCHLOSS	San Francisco
DR. A. MILES TAYLOR, Consulting Surgeon	San Francisco
DR. A. HUNTINGTON, Consulting Surgeon	San Francisco
DR. A. J. REMMEL, Consulting Surgeon	San Francisco
DR. C. L. ABBOTT	Richmond
DR. U. S. ABBOTT	Richmond
DR. W. S. GEORGE	Antioch
DR. LINWOOD DOZIER	Stockton
DR. J. D. DAMERON, Consulting Surgeon	Stockton
DR. B. F. WALKER, (Oculist)	Stockton
DR. C. B. BENSON	Riverbank
DR. H. D. SKINNER	Hughson
DR. A. H. SWEENEY	Fresno
DR. G. H. AIKEN	Fresno
DR. J. R. WALKER, (Oculist)	Fresno
DR. G. W. WALKER, (Consulting Oculist and Aurist)	Fresno
DR. W. E. LILLEY	Merced
DR. A. D. McLEAN	Exeter
DR. E. C. FOSTER	Hanford
DR. THOMAS PEERY	Corcoran
DR. N. N. BROWN	Bakersfield
DR. N. J. BROWN	Bakersfield
DR. F. A. HAMLIN, (Oculist)	Bakersfield
DR. G. C. SABICHI, Consulting Surgeon	Bakersfield
DR. E. S. FOGG	Wasco
DR. J. B. ROSSON	Tulare
DR. T. O. McSWAIN	Visalia
DR. G. A. HAWKINS	Reedley
DR. E. G. SIMON	Oakland
DR. H. D. BELL, Consulting Surgeon	Oakland
DR. F. W. McKIBBON	Oakdale
DR. C. W. LOCKE	Lindsay

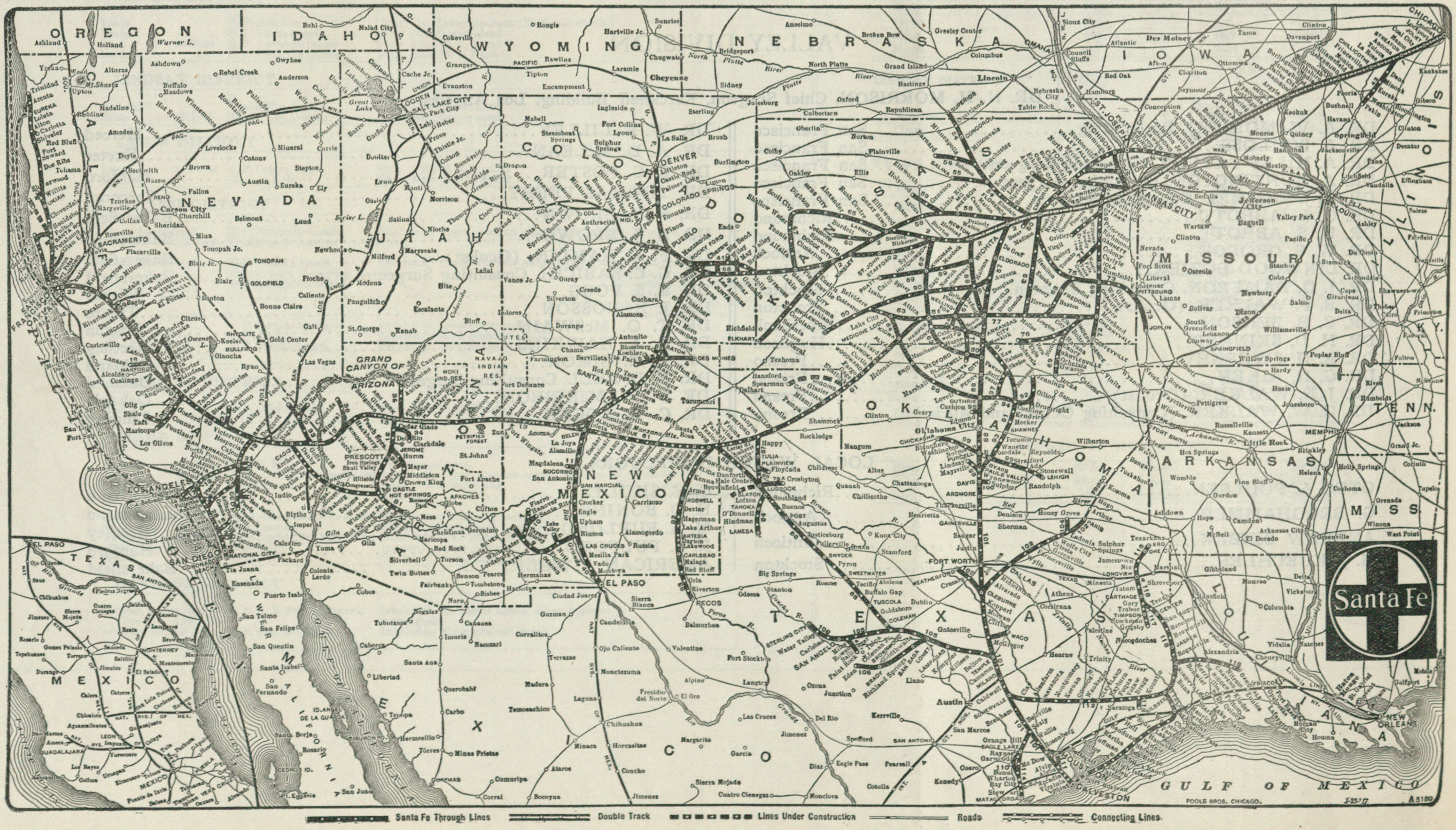
LOCAL WATCH INSPECTORS

OTTO A. POULSEN	Richmond
G. BROGHAMMER	Antioch
ANDREW SEIBAK	Antioch
H. J KUECHLER	Stockton
C. E. SHULTZ	Riverbank
H. O. BONINE	Fresno
M. A. FURLONG	Reedley
R. S. FULFORD	Hanford
AMERICAN JEWELRY CO.	Bakersfield

SANTA FE
SAFETY FIRST

"Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, every unsafe condition."

(See General Rules E and F, Book of Rules.)


OREGON
IDAHO
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NEBRASKA
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COLORADO
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TENN.
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LOWER CALIFORNIA
CHICAGO
KANSAS CITY
DENVER
SALT LAKE CITY
SAN FRANCISCO
LOS ANGELES
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